


The Alaskan Way Viaduct & Seawall Replacement Program



Central Waterfront

Eastside Transportation Partnership
Feb. 20, 2009

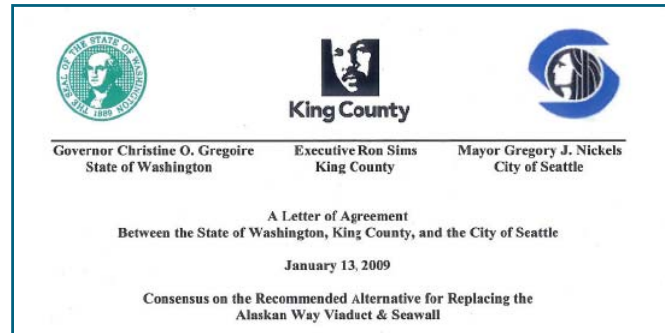
   

Harold Taniguchi

- Thank you for inviting us here today to provide some of the details about how we're going to replace the Alaskan Way Viaduct.

Letter of Agreement

On Jan. 13, 2009, Governor Gregoire, King County Executive Sims and Mayor Nickels signed a letter of agreement signifying their support of the bored tunnel hybrid alternative.



Harold Taniguchi

- On January 13, Governor Gregoire, Executive Sims and Mayor Nickels recommended that the central section of the Alaskan Way Viaduct be replaced with a 4-lane bored tunnel, a new surface street and pedestrian promenade along the waterfront, improvements to city streets, a First Avenue Streetcar and additional transit service.
- The recommendation was based on the results of an in-depth technical analysis, work with our stakeholder advisory committee, 8 public meetings, and hundreds of public comments over the past year.
- Additionally, all of the options were evaluated against six guiding principles. They were:
 - Improve public safety.
 - Provide efficient movement of people and goods.
 - Maintain or improve downtown Seattle, regional, the port and state economies.
 - Enhance Seattle's waterfront, downtown and adjacent neighborhoods as a place for people.
 - Create solutions that are fiscally responsible.
 - Improve the health of the environment.
- A Letter of Agreement signed by the three executives can be found on the program Web site.

Systems Solution

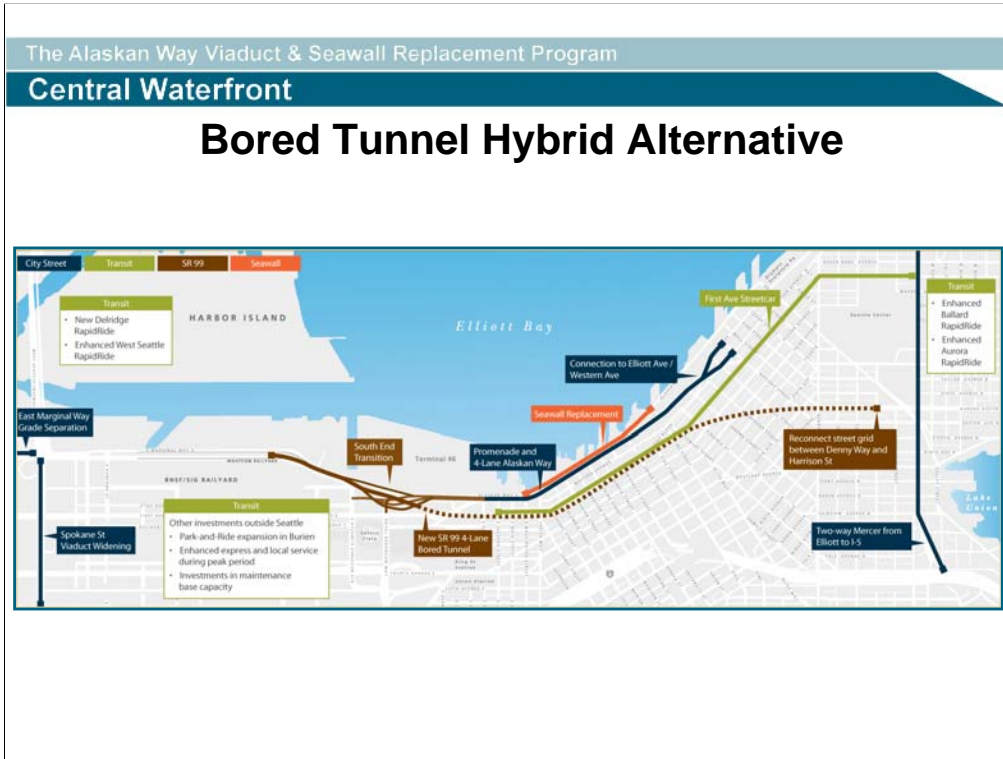
Upon evaluation of the new project area and with a clear direction to consider the entire system of streets, the three executives recommended that investments be made in:

- Improved city streets
- Enhanced transit service
- New bored tunnel



Harold Taniguchi

- The state, county and city transportation agencies approached the problem by looking at the entire system of streets, transit service, and freeways from Lake Washington to Elliott Bay, and from NE 85th Street in the north to Seattle's city limits in the south.
- In the end, we evaluated eight scenarios to replace the viaduct. The bored tunnel with transit and city street improvements provided the most benefit for the city and region.
- The three executives agreed that a solution to replace the AWV should consider the entire system, and should look at how we might use I-5, transit, surface streets, and policy and management tools to provide mobility rather than simply rebuilding all the capacity wholly in the SR-99 corridor.



Harold Taniguchi

- This map shows the different components of the bored tunnel hybrid alternative. The alternative includes:
 - Single bored tunnel under First Ave., two-lanes in each direction.
 - Southern portal near Qwest and Safeco Fields, connecting to Aurora Ave. north of the Battery Street Tunnel.
 - Replacement of Seattle’s seawall from Colman Dock to Pine St.
 - A new surface boulevard from S. Royal Brougham Way to Western Ave.
 - Investments in Mercer and Spokane streets.
 - Increased transit service to improve access to and through downtown Seattle.
 - A First Avenue streetcar.

- Improvements to I-5 are still necessary and there were a lot of good ideas that came out of the scenario review process. Those ideas are now being pursued under a separate project.

Central Waterfront

Improved City Streets

The improvement of City streets throughout Seattle will be important to the success of this solution. Projects underway include:

Mercer Street Project:

- Creates enhanced east-west connections.
- Improves connections from I-5 and the bored tunnel to Ballard/Magnolia/Interbay.
- Enhances connections between high density neighborhoods as well as the Seattle Center.

Spokane Street Project:

- Provides critical connections between the Port, West Seattle, I-5, I-90 and SR 99.
- Improves westbound traffic flow and safety.
- Minimizes conflicts between freight, rail, commuters and ferry traffic.

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- Improves westbound traffic flow and safety.
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Enhance Transit Service

Transit enhancements will provide important mobility during and after construction and are critical to the success of the bored tunnel solution.

- Enhanced service to accommodate demand
 - Additional bus service
 - First Ave. Streetcar
- Access to downtown
- Construction mitigation
- Environment



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Transit is also critical to the success of this alternative.

Enhanced service to accommodate demand

- Expanded transit will be needed to accommodate increases in travel demand that will come with the expected growth in the region. Buses are projected to provide between 34 and 39 percent of all morning peak period trips to downtown. Without improved transit, many of these trips will be taken by other means such as private vehicle. The increased transit service proposed is consistent with the city and region's growth policies.

Access to downtown

- The bored tunnel will provide a through route for traffic to bypass downtown Seattle. With this alternative, SR 99 will no longer have mid-town ramps at Seneca and Columbia or at Elliott and Western. The AWW transit package includes capital projects such as transit priority pathways to help transit provide fast, reliable service to and from downtown Seattle. These capital improvements along with expanded bus service are needed to provide the public with quick reliable options traveling to and from downtown.

Construction mitigation

- Transit is essential to keep people moving during construction. As part of the Moving Forward projects, King County Metro received \$32 million for transit service to keep people moving during construction in particular the south end construction. The construction impacts of the central waterfront and the other elements such as the seawall are not determined at this time.

Bored Tunnel

A bored tunnel under First Avenue is the new SR 99. Some features include:

- Least traffic and business disruptions during construction.
- Two lanes of traffic, with shoulders, in each direction.
- Approximately 1.7 miles long.
- Between 30 and 200 feet underground.



Ron Paananen

- The bored tunnel will be approximately 1.7 miles long .
- We expect to begin construction in 2011 and open the tunnel to drivers in 2015.
- Alaskan Way will carry 25,000 vehicles each day -- some of the increase will be from the traffic that currently gets on the viaduct using the ramps at Elliott and Western avenues. Depending on their destinations – these trips will have two choices in the future: they can use Alaskan Way on the waterfront to get through downtown Seattle or they can enter the tunnel north of Denny Way.
- I am sure many of you have heard from drivers that use these ramps today and are unhappy about the change in their driving route, which will take longer than today. In addition to drivers, it also affects companies that transfer freight and fishing supplies (including hazardous oil) between the SODO and Port industrial areas and the Interbay industrial area.
- We will be setting up a regular working group with freight interests and other representatives from the NW Seattle neighborhoods to work through these issues and identify the best strategies for addressing those impacts.

Maintains Capacity through Downtown

The bored tunnel alternative:

- The tunnel will carry 85,000 vehicles through downtown Seattle each day at year of opening (with room to grow). Surface Alaskan Way will carry about 25,000 vehicles per day.
- Maintains today's travel times for trips through downtown.
- Accommodates in-city trips through new investments in local streets and transit.
 - New bus service will carry approximately 17,000 additional daily riders, primarily serving northwest and southwest Seattle.
- Improvements to I-5 further expand north-south vehicle capacity and provide improvements in travel times.

Ron Paananen

- The bored tunnel will carry 85,000 vehicles each day through downtown Seattle in 2015 when it opens, and has capacity to accommodate more as the region grows. It also maintains today's travel times for through trips. This will keep vehicles off the downtown street system, creating a better environment for bikes, walkers, and transit.
- In addition, the other investments made in city streets and transit will carry approximately 17,000 additional daily riders, primarily serving the west Seattle neighborhoods, like Ballard and West Seattle, that rely on the viaduct to get to or through downtown today.
- This accommodates the 60,000 to 65,000 vehicles that currently use BST with room for more than half of the traffic that now uses the Elliott/Western ramps.

The Alaskan Way Viaduct & Seawall Replacement Program					
Central Waterfront					
Fiscal Responsibility					
	Proposed Project Implementation Responsibility				Costs
	State	King County MVET	City of Seattle	Port of Seattle ***	
Moving Forward and Prior Expenditures	\$600 million			\$300 million	\$900 million*
SR 99 Bored Tunnel	\$1.9 billion**				\$1.9 billion
Alaskan Way Surface Street and Promenade	\$290 million		\$100 million		\$390 million
Central Seawall			\$255 million		\$255 million
Utility Relocation			\$250 million		\$250 million
City Streets and Transit Pathways		\$25 million	\$190 million		\$215 million
Transit Infrastructure and Services		\$115 million	\$135 million		\$250 million
Construction Transit Service	\$30 million	\$50 million			\$80 million
Total	\$2.82 billion	\$190 million	\$930 million	\$300 million	\$4.24 billion
Transit Operations Annual Cost		\$15 million			\$15 million

*Reflects cost savings from Moving Forward program realized by not repairing the viaduct from Lenora to Battery Street Tunnel and not completing the second phase of fire and life safety upgrades to the Battery Street Tunnel.
**Reflects the most likely cost based on a conceptual design. The potential cost range is between \$1.2 billion and \$2.2 billion.
***Agreement in concept for up to \$300 million subject to Port of Seattle Commission review and approval.

Ron Paananen

The plan makes financial sense and will support a strong economy.

- The state, county, and city have all agreed to be part of making this solution a reality by working with their legislative bodies to fund their portions of the project. The Port of Seattle has also committed to work toward funding a portion of the project.
- **State**
- The state's component of the alternative is made up of the bored tunnel, the Alaskan Way surface street and promenade and the Moving Forward projects.
 - Moving Forward and prior expenditures = \$600m (Port to contribute \$300m)
 - SR 99 bored tunnel = 1.9b
 - Alaskan Way surface street and promenade = \$290m
 - Construction transit service = \$30m
- The bored tunnel estimated cost is 1.9 billion including risk and contingency.
- **King County**
 - City street and transit pathways = \$25m
 - Transit infrastructure and services = \$115m
 - Construction transit service = \$50m
 - Annual operating costs = \$15m
- **City of Seattle**
 - Alaskan Way surface street and promenade = \$100m
 - Central seawall = \$255m
 - Utility relocation = \$250
 - City streets and transit pathways = \$190m
 - Transit infrastructure and services = \$135m
- Each agency is responsible for their cost overruns or cost savings, which means that the state will be responsible for any tunnel overruns.

Motor Vehicle Excise Tax (MVET)

What is it?

Tax based on value of vehicle paid at the time of registration

Need Washington State legislative authority to impose MVET

Asking for a 1% MVET on all vehicles in King County (medium and heavy duty trucks exempt)

What can the 1% King County MVET do?

Estimated annual yield of \$120-145 million

Approximately \$100/vehicle

Revenues will be used to:

- Fund transit service associated with the project
- Fill the Metro sales tax shortfall
- Expand Metro's transit system

Provides stable revenue source to sustain ongoing transit service

Harold Taniguchi

•To help pay for the King County portion of the bored tunnel hybrid, we are proposing a 1% MVET for all motor vehicles in King County, medium to heavy duty trucks are exempt.

•We will need legislative authority to impose this tax through a councilmanic action.

Why do we need MVET?

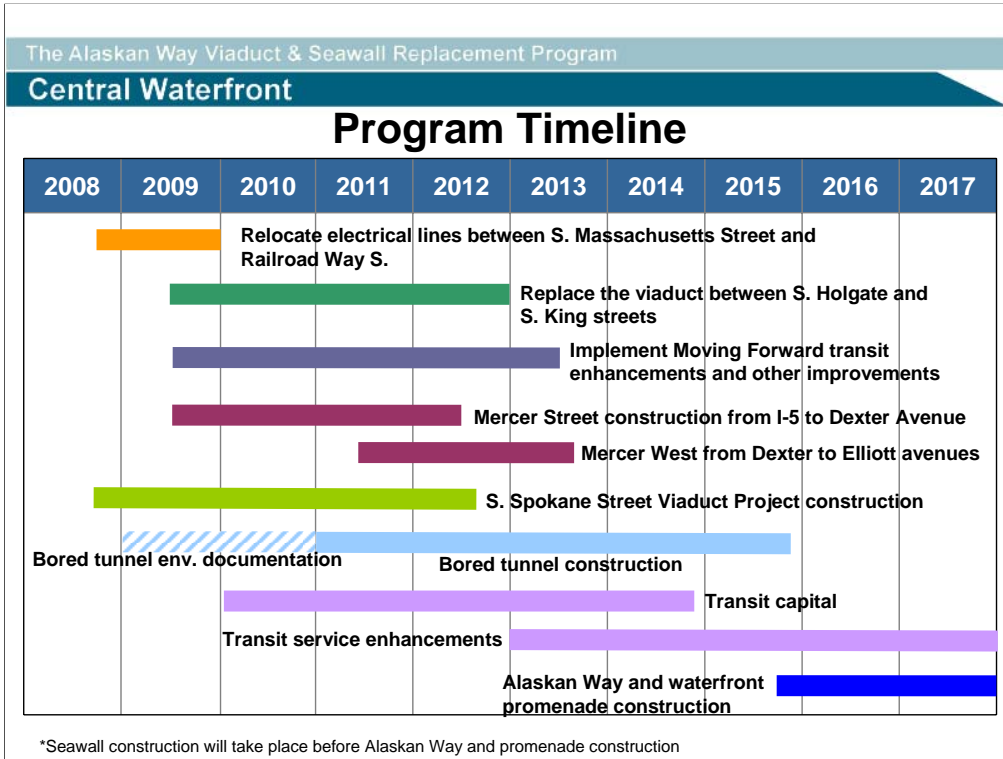
Increased demand for transit

- Metro has set ridership growth records for the past 3 years.
- 20 percent increase in ridership since 2006.

Funding Shortfall

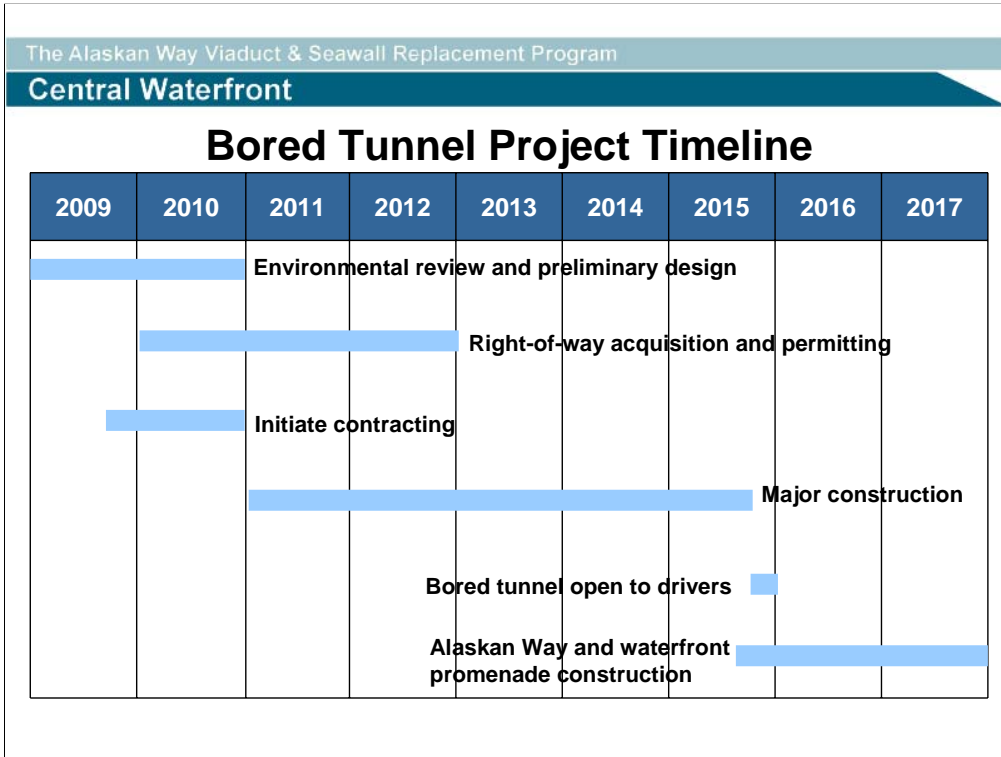
- Metro is facing an annual revenue shortfall of \$60 million or more in 2010, due to economic decline and heavy reliance on sales tax.
- If the funding gap is not addressed in the next year, Metro will likely need to reduce its system by as much as one-sixth – over 500,000 annual hours of service.

Harold Taniguchi



Ron Paananen

- Construction will start this year on the south mile of the viaduct, and transit and city street investments to keep people and goods moving during the work.
- The Mercer Street and Spokane Street projects will be completed in 2012.



Ron Paananen

- For the bored tunnel, we will complete the environmental review and preliminary design by the end of 2010.
- Major construction will begin in 2011 and we will be able to open the bored tunnel to drivers in 2015.

Central Waterfront

Bored Tunnel Hybrid

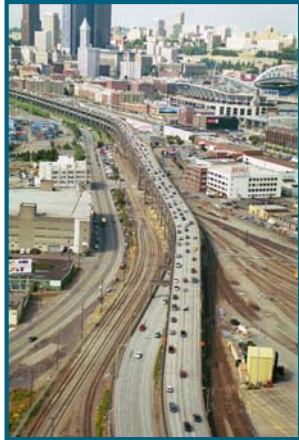
- Improves public safety.
- Encourages job creation and health of the regional economy.
- Maintains movement of people and goods for trips to and through downtown.
- Improves pedestrian access.
- Improves transit frequency and reliability.
- Minimizes construction and traffic impacts.
- Improves key east/west city street connections.
- Reconnects downtown and Elliott Bay, creating a world-class waterfront.



Ron Paananen

- The bored tunnel hybrid benefits the region in multiple ways. By providing a bypass facility under downtown and by improving transit and city streets, there is a lot to gain.

Alaskan Way Viaduct and Seawall Replacement Program



Follow our progress: www.alaskanwayviaduct.org

Ron Paananen

- Our Web site contains a wealth of information about the project. I encourage you to visit and look around.

Back Pocket